

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

MV ETHAN ALLEN,
 LAKE GEORGE, NEW YORK,
 OCTOBER 2, 2005

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 * Docket No.: DCA 06 MM 001
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Interview of: MARK ELLIOTT

Fort William Henry Resort and
 Conference Center
 Lake George, New York

Wednesday,
 October 5, 2005

The above-captioned matter convened, pursuant to
 notice, at 10:15 a.m.

BEFORE: MORGAN TURRELL

APPEARANCES:

MORGAN TURRELL
National Transportation Safety Board

SEAN QUIRK
Shoreline Cruises

MATT QUIRK
Shoreline Cruises

SGT. WALTER SCHEDEL
New York State Park Police

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Mark Elliott:	
By Mr. Turrell	4
By Sgt. Schedel	13
By Mr. Turrell	17
By Mr. Matt Quirk	18
By Mr. Turrell	20
By Sgt. Schedel	22
By Mr. Matt Quirk	23

I N T E R V I E W

(10:15 a.m.)

MR. TURRELL: Okay. Good morning. This is Morgan Turrell, National Transportation Safety Board. It's October 5th at 10:15 at the Lake George Conference Center. We're doing a witness interview with Mr. Mark Elliott. My name is Morgan Turrell. I'm the operations group chairman, and to my right?

MR. S. QUIRK: Sean Quirk, Shoreline Cruises.

MR. TURRELL: Could you spell that, please?

MR. S. QUIRK: Q-u-i-r-k.

SGT. SCHEDEL: Sergeant Walt Schedel, spelled S-c-h-e-d-e-l, New York State Park Police.

MR. TURRELL: Okay. And also?

MR. ELLIOTT: Mark Elliott, M-a-r-k E-l-l-i-o-t-t.

INTERVIEW OF MARK ELLIOTT

BY MR. TURRELL:

Q. Okay. Mr. Elliott, would you please tell me what city and state you live in?

A. I live in Gansevoort, New York.

Q. Can you tell me what your occupation is?

A. I'm a sales representative.

Q. And were you in the Lake George area on October 2nd?

A. Yes, I was.

Q. Can you briefly describe what you saw on October 2nd in relation to the accident involving the Ethan Allen?

1 A. Well, my wife and I went up to Lake George; we're
2 docked at the Tahoe, and we basically arrived there about
3 quarter to two, two o'clock. We departed from the Tahoe and
4 begun running north toward the narrows.

5 Just outside of the five-mile-an-hour markers, I set
6 autopilot and I was running at about 1,100 RPM, which would
7 have had my speed somewhere around six and a half knots or six
8 and a half miles an hour.

9 Q. Okay.

10 A. And I rode north probably up to Diamond Island before
11 I decided that, you know, this -- I wanted to cruise a little
12 bit faster. So I put the hammer down and ran at about 3,500
13 RPM, which would have taken me at about 25 miles an hour.

14 As I got into the bigger water, about -- roughly up
15 around Pilot Knob, I had just taken notice to the Mohican
16 running south, and the Mohican was really turning her screws
17 hard because of the way that the bow was plowing through the
18 water. It was, you know, pretty significant water turbulence
19 off the bow, and as I hit that wake, I remember saying to my
20 wife, "Oh, by the way, that was compliments of the Mohican."

21 So I'm guessing they had to be doing at least 14
22 knots, at least 14 knots or more, which probably would have
23 brought them down to the village around 2:30.

24 But I do recall that the wake was pretty significant,
25 and that they were running at probably a faster rate than what

1 I would normally see the Mohican run at.

2 Q. Okay. Let's just go back. Is there anything else
3 you can remember in particular?

4 A. That's really all I can -- that's about all I can
5 remember. I know that I was up at beyond the narrows at about
6 three o'clock, and I began to come back, and I actually saw the
7 helicopters -- my wife and I saw the helicopters starting to
8 fly in as we were coming back, and we followed them in, and you
9 know, at that point, it was probably around 4:30.

10 Q. First of all, describe the kind of boat you were on,
11 if you would.

12 A. I have a Bayliner Sierra 23 55, which is an F-cabin
13 cruiser.

14 Q. And do you keep it here on the lake?

15 A. Yes, I keep it moored at the Tahoe Resort.

16 Q. How often do you come up here, would you say, on the
17 lake?

18 A. Just about every weekend.

19 Q. Okay.

20 A. If not two or three times a week.

21 Q. What would you -- how would you describe the
22 conditions on Lake George on Sunday, October 2nd?

23 A. The lake was pretty calm. It was very calm. It was
24 a placid day.

25 Q. Do you have a lot of other boating friends that you

1 see up here regularly?

2 A. I see a few people every now and again, but not --

3 Q. Were there any people you recognized on the lake that
4 day? Any friends or boaters you know?

5 A. I -- actually, when I came on down and -- to where
6 the helicopters had landed, there was a guy who had a 26-foot
7 Sea Ray, green, and I don't know his name. He lives out of
8 Latham, but he had told me that he had run over and was trying
9 to help pull people out of the water.

10 Q. Okay. How would you describe the amount of traffic
11 of other -- you come up here two, three times a week. So how
12 would you describe the number of boats on the lake that day?

13 A. I wouldn't say there were a tremendous number of
14 boats out on the lake. In relation to the way it is, you know,
15 throughout the season, I would say it was pretty calm.

16 Q. How many -- when you were out on the lake, can you
17 just roughly estimate how many other boats you saw that say
18 just -- well, perhaps in the area around the accident south to
19 the landings?

20 A. Maybe half a dozen, dozen.

21 Q. Is that normal for -- when you hear two, three times
22 a week, perhaps that's the season, the peak season, now like
23 October? Is that kind of normal what you see or does that seem
24 to be --

25 A. Yeah. That's probably about normal. After Labor

1 Day, it pretty much calms down.

2 Q. Okay. I have a map here of Lake George, and I'd like
3 you to just again step through with the timeline that you
4 described to us, if you would, carefully point out the
5 landmarks where you left and your course.

6 A. Okay. I'm docked almost -- where's Tea Island here?
7 Here's Tea Island.

8 Q. Yes.

9 A. All right. I'm docked right here.

10 Q. Okay. Right across from the shore of Tea Island.
11 Okay.

12 A. Yeah. And I came out just south of Tea Island.

13 Q. Okay.

14 A. And put it into autopilot at about here, headed
15 north. Up at about Diamond -- up at about Diamond Island, I
16 decided to put the hammer down, and I guess I was probably up
17 at about Pilot Knob right in here, oh, about 2:15 I would
18 guess.

19 Q. So right say adjacent -- or perpendicular to Rush
20 Island here? See Rush Island on the map here -- in the middle
21 of the lake?

22 A. Somewhere in there, more into the big water area.

23 Q. Okay.

24 A. Somewhere in this vicinity.

25 Q. Oh, Pilot Knob. Okay. I see.

1 A. Okay. And we continued to travel north, and we
2 actually turned around right here.

3 Q. Okay. Now what time would you say you were at Pilot
4 Knob here?

5 A. Well, if I left about two -- I'm saying -- I got into
6 the lake at about quarter to two, so I'm figuring about two.

7 Q. So you were two o'clock at Pilot Knob, and then you
8 continued up to which place again, up here?

9 A. It was past the narrows, and we had gone up a little
10 bit further, and I believe this channel -- we came up this
11 channel and turned around right here.

12 Q. Right around Mother Bunch?

13 A. Yeah.

14 Q. Okay.

15 A. And we pretty much --

16 Q. The reason I'm describing this is for the
17 transcriptionist if I look at this chart later on, I can
18 retrace what you're saying.

19 A. Yeah. And we pretty much were running at, you know,
20 five knots maybe for a little while.

21 Q. Okay. Now, at this time, roughly a timeframe up here
22 at Mother Bunch, can you --

23 A. It would have been probably around three o'clock.

24 Q. Okay.

25 A. Because I remembered we had to come back and pick up

1 our son by like six or seven. So we wanted to be back at
2 around five o'clock, somewhere around five o'clock.

3 Q. Okay. So then you left Mother Bunch at five knots
4 and you proceeded southbound?

5 A. Yeah. We came down and meandered through --
6 meandered through the narrows and then opened it up again.

7 Q. Okay. And, when you opened it up, roughly what time
8 would that have been? If you left up here at three, and you
9 went down five knots and spent down here, how much time do you
10 think you were before you sped up?

11 A. Well, I had had -- I had the GPS on, and I remember
12 setting a way point to Way Point No. 1, which is just
13 outside -- I had it set to just outside the Lac Sacrement, and
14 that would have -- it kept changing what my ET --

15 Q. ETA?

16 A. -- ETA would have been, but it would have brought me
17 down there at around five o'clock.

18 Q. Okay.

19 A. But so I was on track.

20 Q. Okay. So when you -- was that about four o'clock or
21 so; does that sound about right?

22 A. Well, when I -- I remember getting in here back to --
23 right -- I think it's -- right where the helicopters landed, I
24 was there at about 4:30. I'm sure it was about 4:30.

25 Q. Okay.

1 MR. TURRELL: Walt, do you know where the helicopters
2 landed?

3 SGT. SCHEDEL: Yeah. Just outside of Cramer's Point.
4 They landed right there.

5 MR. ELLIOTT: Yeah. And I was actually right here.

6 BY MR. TURRELL:

7 Q. And what time was that?

8 A. That was about 4:30.

9 Q. Now can you tell me where you were and roughly what
10 time you saw the Mohican?

11 A. Yeah. When I saw the Mohican, he was actually headed
12 south.

13 Q. Okay.

14 A. And I was up around Pilot Knob in more the big water,
15 and based on, you know, when I left and the tracking that I
16 have, I placed the Mohican there probably around 2:15.

17 Q. So the Mohican was headed south at 2:15?

18 A. Yeah. And running really hard.

19 Q. Okay.

20 A. I mean, that's a ballpark.

21 Q. Right. Can you describe what the Mohican looked
22 like? Can you describe the Mohican in general?

23 A. Yeah. The Mohican has, you know, pretty much got
24 a -- you know, a front -- a bow that runs pretty much straight
25 up and down.

1 Q. Okay.

2 A. It's a -- you know, a cruise vessel for, you know,
3 like a tour-cruise vessel. It's probably about seventy, eighty
4 feet long.

5 Q. Okay.

6 A. And, at that time that it was running south, the
7 waves were coming off that bow probably about three quarters of
8 the way up, that the splashes were coming at about three
9 quarters of the way up that bow.

10 Q. So the wake was -- the bow wake?

11 A. Yeah. Like hitting the bow of the boat.

12 Q. Right.

13 A. I mean, that was really way up there, which said to
14 me that that boat was cruising. I mean, quickly.

15 Q. Okay. So this was at Pilot Knob around 2:15 heading
16 south?

17 A. Yeah. The Mohican was headed south probably about
18 2:15.

19 Q. Okay. And, at that time, you were actually
20 northbound at that point?

21 A. I was northbound at that point, correct.

22 Q. Can you tell me roughly how many people you saw on
23 the -- what you described the Mohican -- I mean, was it loaded,
24 a lot of people on board?

25 A. To be quite honest with you, I really didn't take

1 notice.

2 Q. Okay. How close were you in relation -- was he on
3 your starboard side, port side?

4 A. He was on my starboard side.

5 Q. So you were northbound --

6 A. We were starboard --

7 Q. You were starboard -- okay. How far off did he pass
8 you in lateral distance?

9 A. It was pretty far because I didn't hit his wake
10 until -- I didn't hit his wake for some time. I mean, he had
11 passed me headed south -- I don't know, a good minute maybe. I
12 mean, when I -- the Mohican was maybe a quarter mile.

13 Q. Okay.

14 A. I don't -- I don't know, it's difficult.

15 Q. Okay. Sure. And it's -- now did you read the name
16 of the boat on the Mohican; were you close enough to read the
17 name or --

18 A. Oh, yeah. I could -- definitely knew it was the
19 Mohican.

20 Q. Okay.

21 MR. TURRELL: Walt, any questions?

22 BY SGT. SCHEDEL:

23 Q. Just clear up a couple of things. You just said a
24 quarter of mile. You were a quarter mile distance from him
25 when he hit the wake or when he passed you?

1 A. Well, his question was how far off his beam was I
2 when I passed him --

3 Q. Right. And then you were talking about being a while
4 until you hit his wake and then you mentioned a quarter mile.
5 So was the quarter mile the lateral distance?

6 A. I don't know exactly how far or how long, but I do
7 recall that that would have been the Mohican's wake when I hit
8 it. I knew that was the Mohican's wake.

9 Q. Okay. But, once again, how far -- was it like a
10 quarter mile after you passed him or was he a quarter mile off
11 when you passed him? That's what I'm trying --

12 A. Oh, okay. I think he was -- yeah, anywhere
13 between -- about a quarter of a mile off my starboard when I
14 saw him.

15 Q. Okay. And the other thing you said is that it
16 appeared the bow wave was three quarters of the way up.

17 A. Yeah.

18 Q. When you -- it was three quarters of the way up --
19 obviously, up the entire length of the bow because the bow goes
20 up like two decks there. So --

21 A. Right. Well, I mean, the hull. The bow portion of
22 the hull.

23 Q. Okay.

24 A. What I recall is that --

25 MR. TURRELL: Go ahead.

1 MR. ELLIOTT: You've got the bow here like this and
2 that goes on up to the --

3 BY SGT. SCHEDEL:

4 Q. The upper deck.

5 A. -- to the upper deck, but what I recall is that the
6 waves were up in here splashing up into here.

7 Q. Okay. So you're talking about three quarters of the
8 way up to like say the -- of the first deck?

9 A. Yeah. Just off the -- just in the bow.

10 Q. Okay.

11 A. And that's what -- you know, that's -- I looked at
12 that, and I'm like, man, that guy is -- he's cruising.

13 Q. Okay. And how big was your boat did you say?

14 A. Twenty-three-and-a-half-foot Bayliner Sierra, half-
15 cabin cruiser with a hull weight of 4,600 pounds dry.

16 Q. Okay. And, obviously, when you hit this wave, it was
17 something noticeable.

18 A. It was noticeable.

19 Q. Okay. And approximately how fast were you going at
20 the time?

21 A. About twenty-five.

22 Q. When you hit the wake? Did it cause any damage at
23 all to your boat or --

24 A. Well, I had --

25 Q. -- the cabin?

1 A. It hit it the right way where -- well, I saw it -- I
2 saw it coming, and I went up the wake and then counter steered
3 back down the other side of it to counteract the effect of the
4 wake on the boat, but it was big enough that I -- that it
5 rattled us a little bit.

6 Q. It didn't knock anything loose around like that or
7 nobody got injured or --

8 A. If I hit it dead square, head-on, I would have been
9 out of the water.

10 Q. Okay. Do you know the Quirks that operate Shoreline
11 Cruises --

12 A. I know Sean --

13 Q. -- or any one --

14 A. Yes, I do.

15 Q. Okay. Have you spoken to either Sean, Matt or any of
16 the other Quirks regarding this incidents prior to -- you know,
17 between the time of the accident and now telling them what you
18 saw, what -- you know, in details? I mean, not just in
19 passing.

20 A. I had talked to I believe it was Jennifer. I had
21 called to extend my sorrow for, you know, what had had happened
22 out on the lake, and I had said that I was out on the lake and
23 I had noticed the Mohican really cruising, and you know --

24 Q. And I'm just going to -- you're up here quite often
25 on the weekends and you said two to three times during the

1 week, during the summer months, and you routinely see the
2 Mohican out there on the water?

3 A. Uh-huh.

4 Q. And this was --

5 A. I really kind of just took notice -- I've seen the
6 Mohican run pretty quick before, like in the Queens boat race,
7 you know, they run pretty quick, and actually during the Queens
8 boat race, at one point in time, I tried to basically maintain
9 the same speed as what the Mohican was doing, and it was slower
10 than what my plain speed was, which is about -- you know, I
11 come up on plain -- I really need to run it about 25 miles an
12 hour, but -- and it could run at about 15 -- 15 miles an hour
13 at least.

14 Q. So you would figure this was going at approximately
15 the same speed?

16 A. If not, maybe a little faster.

17 Q. Okay. And you said you're a sale rep. Who do you
18 work for?

19 A. Currently, I work for Chick Packaging out of Scotia-
20 Glenville Industrial Park.

21 SGT. SCHEDEL: That should be it for now.

22 MR. TURRELL: I just had a couple of questions.

23 BY MR. TURRELL:

24 Q. How many boats do the Shoreline operators operate and
25 how many boats does Lake George Steamship operate to your

1 knowledge? You know, the large cruise vessels.

2 A. Lake George Steamship Company, I believe, operates
3 the Lac Sacrement, the Mohican and also the Minne-Ha-Ha.

4 Q. Okay. And the Shoreline?

5 A. Shoreline, I believe, has the Adirondac which is a
6 new vessel, the Horicon.

7 Q. Okay.

8 A. They had another -- they had another boat at one
9 point in time. It was a big blue boat. I forget what the heck
10 that was. The Defiant, but I haven't seen that this year.

11 Q. Okay.

12 A. So the Adirondac, the Horizon -- Horicon, sorry.
13 Horicon. Then they have the Algonquin, the Ethan Allen, and I
14 believe the Adirondac --

15 Q. Or the de Champlain.

16 A. Or the de Champlain.

17 MR. TURRELL: All right. Go ahead. Which -- Sean?

18 MR. S. QUIRK: I have no questions.

19 MR. M. QUIRK: I just had a question.

20 BY MR. M. QUIRK:

21 Q. I was wondering --

22 MR. TURRELL: Oh, Matt Quirk. Sorry.

23 MR. M. QUIRK: Matt Quirk from Shoreline.

24 BY MR. M. QUIRK:

25 Q. I just wanted to clarify when you were stating your

1 speed at 25 miles an hour, was that like before you hit the
2 wake or did you alter your course or do something with your
3 navigation to negotiate the wake after that?

4 A. Yes, I did. When I saw the wake coming, basically it
5 had come up pretty quick. I mean, a lot of times you can't see
6 the wake coming until it, you know, is pretty close to you.

7 Q. Yeah. Because it's a roller kind of wave.

8 A. But when I did see it coming, I steered to port to
9 take it more on a -- you know, at an angle.

10 MR. TURRELL: Oblique angle. Uh-huh.

11 MR. ELLIOTT: Yeah. And I, you know, kind of steered
12 up the side, but then as I got to the crest, I again steered to
13 port to drive down the back side of the wake so that it would
14 counteract, you know, just launching myself through the water.

15 BY MR. M. QUIRK:

16 Q. So you just changed direction, not speed maybe?

17 A. I changed direction, not speed. Yeah, that's
18 correct.

19 Q. And you were passing -- it was on your starboard?

20 A. The boat -- we passed starboard to starboard, but
21 when I encountered the wake, I did veer to my port to
22 counteract the wave.

23 Q. Okay. Now you understand it's hard to estimate
24 distances, and so if you were somewhere around quarter a mile
25 off when you passed the boat, you know, what kind of diagonal

1 distance would you say in a rough -- if you're a quarter mile
2 and you pass the boat starboard to starboard and then by the
3 time you hit the wake, what distance would you say diagonal
4 would be if you're driving away from the boat or it's driving
5 away from you?

6 A. I don't know. I don't know -- it's difficult to say.

7 Q. I know. It is very difficult to judge distances in
8 the water.

9 MR. TURRELL: Anything else?

10 MR. M. QUIRK: No, I'm finished.

11 BY MR. TURRELL:

12 Q. One other question I had for you. Did you ever see
13 the Ethan Allen that day?

14 A. No, I hadn't seen the Ethan -- actually -- I often
15 see -- I often see those tour boats that come in and come
16 around Tea Island. I can't say as that I can positively say
17 yes, I saw it or no, I didn't, because I was, you know, pretty
18 engaged in, you know, discussion with my wife and stuff like
19 that.

20 Q. Just another question I had for you is when you
21 passed through this passageway between Cramer Point and Diamond
22 Island, do you usually come up this direction to the west side
23 or go around the east side?

24 A. I usually will go up the west side of Diamond Island.

25 Q. Okay.

1 A. Mainly because there's hazards over here.

2 Q. Okay.

3 A. And there's also the Maritime Museum and there's
4 several buoys.

5 Q. Sure.

6 A. So, for me coming out, I usually point -- or head the
7 boat on up between Diamond Point -- or Diamond Island in this
8 area looking at this island here to give me pretty much
9 clearance, you know, if I set autopilot.

10 Q. Okay. And, normally, where do you experience -- have
11 you experienced wake difficulties before -- from the other --
12 from other large steamers on the lake. Have you experienced
13 this wake phenomenon before?

14 A. Well, it drives my wife nuts, but just to kind of
15 practice what it would be like coming through inlets, you know,
16 I've run, you know, back behind the Minne-Ha-Ha.

17 Q. So, on occasion, you surf the wake just to give
18 yourself some handling experience?

19 A. Experience.

20 Q. Okay. So -- but on the lake in normal practice, are
21 wakes a common phenomenon behind these large steamers whether
22 they're going hard or not? I mean, is it something routine
23 that you deal with as a small boater?

24 A. Well, the Lac Sacrement doesn't seem to really throw
25 off that big of a wake. It doesn't really do much of anything.

1 Q. How big a boat is that?

2 A. Well, that's at least a couple hundred feet. I mean,
3 it's a big boat.

4 Q. Have you ever experienced difficulty with that
5 endeavor --

6 A. No. I've never experienced any difficulty with that,
7 but --

8 Q. Now this other -- like the Mohegan is not really
9 putting a wake out. Have you seen that type of phenomenon
10 before from a boat like what you saw?

11 A. Yeah. Yeah. I have seen that before.

12 Q. Okay.

13 MR. TURRELL: I have no other questions. Did you --
14 anything else, Walt?

15 BY SGT. SCHEDEL:

16 Q. You gave us a brief description of the Mohican. Is
17 there anything that, you know, you can point to on the Mohican
18 that kind of sets it out from the other boats on the lake that
19 makes it easier to recognize?

20 A. Yeah. The -- I mean, it's plastered right off the
21 beam. It just says Mohican.

22 Q. Well, yeah, but as you're coming on it -- as you've
23 seen it coming down the lake, you wouldn't necessarily see the
24 beam size of the boat. I mean, what -- is there anything that
25 sets it off or that makes it easily identifiable as the

1 Mohican?

2 A. Pretty much. I mean, there are two boats that are
3 similar in style to the Mohican. One is the Adirondac, and the
4 other is the Mohican, but other than that, you know, aside from
5 the fact that, you know, it just says Mohican in red letters,
6 that's --

7 Q. Okay.

8 SGT. SCHEDEL: That's all.

9 MR. TURRELL: Sean, any other questions?

10 MR. S. QUIRK: No.

11 MR. M. QUIRK: I have one more.

12 BY MR. M. QUIRK:

13 Q. I was wondering, are there any other boats on the
14 lake that you recognize or caution as far as navigating your
15 own boat as far as the wake is concerned? Is there anything --
16 because the only boats I know that are large at the back are
17 the Mohican and the Adirondac kind of --

18 A. Uh-huh.

19 Q. -- travel so slow that no one -- everybody knows it's
20 slow -

21 A. Uh-huh.

22 Q. Any of the -- the two other boats, the large boats,
23 other than the Mohican, do you caution yourself or brace
24 yourself or change course?

25 A. Well, I mean, there are some pretty big boats out on

1 this lake. I've seen Carvers, 36-foot Carvers that run the
2 lake, and they can throw up one hell of a wake. At one point
3 in time, you know, my wife was driving the boat, and she was
4 headed south and a Carver had passed in front of her, and she
5 didn't think much of it and she hit this wake, and I mean,
6 basically came out of the water, and I yelled at her. I said,
7 "Jesus, honey, I mean, if you wanted to sink the boat, why
8 didn't you just, you know, take it to the dock and we'll throw
9 a hole in the bottom."

10 Q. And she's never been behind the wheel again.

11 (Laughter.)

12 Q. So you're pretty competent of recognizing what
13 boats --

14 A. Yeah.

15 MR. M. QUIRK: Thanks.

16 MR. TURRELL: I have no other questions. Walt?
17 Sean? Matt? If you could just acknowledge that it's being
18 recorded, and we'll end the interview.

19 MR. ELLIOTT: Yes. Again, this is Mark Elliott. I
20 live in Gansevoort. I recognize that this has been recorded,
21 and this is to the best of my recollection and knowledge.

22 MR. TURRELL: Thanks very much.

23 MR. ELLIOTT: You're welcome.

24 (Whereupon, the interview in the above-entitled
25 matter was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: Investigation of MV Ethan Allen
 Lake George, New York
 October 2, 2005
 Interview of Mark Elliott

DOCKET NUMBER: DCA 06 MM 001

PLACE: Lake George, NY

DATE: October 5, 2005

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

Kathleen Price, AD/T 550
Transcriber